

**Councilmember Rob McKenna**  
Metropolitan King County Council  
Room 1200, King County Courthouse  
516 Third Avenue  
Seattle, WA 98104

Metropolitan King County Councilman Rob McKenna invites you to a

## Town Meeting

to discuss important issues affecting our community:

**Saturday, June 26, 1999**

**10:30 a.m. to noon**

Mercer Island Public Library  
4400 - 88th Avenue S.E., Mercer Island

With State Representative Mike Wensman and Mayor Gordy Edberg  
or

**1:30 p.m. to 3:00 p.m.**

Bellevue City Hall - Council Chambers  
11511 Main Street, Bellevue

With State Representatives Steve Van Luven and Luke Esser and Bellevue Mayor Pro-tem Chuck Mosher



**Rob McKenna**

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**Rob  
McKenna**

## Metropolitan King County Council District 6 News



516 Third Ave., Room 1200 - Seattle, WA 98104 • (206) 296-1006 • [rob.mckenna@metrokc.gov](mailto:rob.mckenna@metrokc.gov) • [www.metrokc.gov/mkcc/d6](http://www.metrokc.gov/mkcc/d6)

*Dear Friend,*

June 1999

Coal Creek, which runs through many of our neighborhoods as it flows from its headwaters on Cougar Mountain to its delta in Lake Washington, is among the most important streams in the Lake Washington watershed. I invite you to join me on June 19th in a new effort to protect and enhance Coal Creek.

Several problems threaten the health of our local creek. Among these are sedimentation, pollution, erosion along the creek and flooding. In fact, so much sedimentation has accumulated that the channel has become partially blocked, making it difficult for fish swimming upstream.

In 1987 the City of Bellevue and King County developed the Coal Creek Basin Plan (CCBP) to address these concerns. One of the main findings of the CCBP was that residential and commercial development in the area led to significant erosion along the creek banks. This erosion increases storm runoff and leads to more and more sediment being transported downstream.

The upper reach of Coal Creek is on Cougar Mountain, site of extensive mining activities between 1863 and 1963. As a result, the creek picks up sediment containing coal tailings and slag as it runs to Lake Washington. This sediment is deposited along the creek bottom, making it shallower and adding to the growing delta where the stream meets the lake.

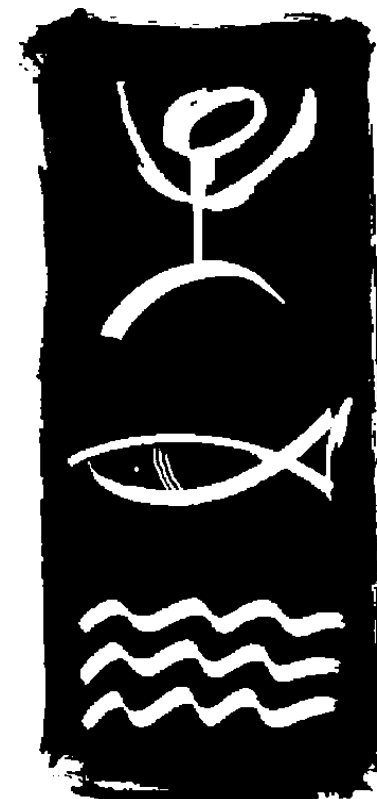
As the creek becomes shallower, it becomes less passable for fish. The small sediment settles into the spaces between the rocks on the creek bottom where fish such as salmon lay their eggs. Other conditions, such as logjams along the creek, also make it difficult for fish.

Continued action is needed to protect and enhance Coal Creek. The City of Bellevue and King County are involved in several such projects. They include work to stabilize the banks of the creek and efforts to control flooding in the Newport Shores area.

There is also the opportunity for you to be involved in the protection and enhancement of Coal Creek. Please join me on **Saturday, June 19, from 9:00 to 11:00 a.m. at Newport High School** in Bellevue for a community meeting to discuss the future of Coal Creek and its surroundings.

*Rob McKenna*

**TOWN MEETINGS!**  
**Saturday, June 26**  
*See page 4*



## Neighborhood Traffic Safety Program



Rush hour has long been a problem on our highways, but now cut-through traffic, speeding and reckless driving have moved from the highways into our neighborhoods.

To help address these issues, I've asked the county's Neighborhood Traffic Safety Program to meet with concerned residents from two residential areas especially vulnerable to cut-through traffic – Eastgate and Fairwood West. In both neighborhoods, the questions were the same: how can we slow down speeding cars, and how can we protect pedestrians, especially children?

Residents near Fairwood Boulevard, a local arterial, see it turning into a speedway. Working with the Neighborhood Traffic Safety Program, we've come up with a plan that emphasizes three strategies: enforcement, education and engineering. While technical staff look at speed humps, sidewalk extensions and re-striping to slow traffic down, the Sheriff's Office has stepped up emphasis patrols – including visits from the DUI Unit.

In Eastgate, we held a traffic safety meeting in April which drew nearly 100 people. In addition to cut-through traffic and speeding, Eastgate residents were concerned about the lack of sidewalks along Newport Way and Allen Road – busy arterials used by children on their way to school. Last fall I earmarked \$100,000 in the county budget to help construct sidewalks along Newport Way, and I look forward to seeing them built.

*For more information about King County's Neighborhood Traffic Safety Program, call Dave Paul at: (206) 296-6596.*

## Mercer Island Transit Workshop: Part II

Last October, I convened a workshop for Mercer Island residents to discuss the future of bus service on the Island. We heard a clear message that a number of important local destinations were unreachable by bus. In particular, we heard from residents of the Covenant Shores Retirement Home that they needed regular connections to other parts of the Island, as well as to Bellevue and Downtown Seattle.

As promised, we held a second Mercer Island Transit Workshop on May 18 to report on what the county would do to improve service. Over fifty people attended as Metro staff unveiled the new Route 213, which will serve the North Mercer Island Park and Ride Lot, City Hall and Covenant Shores. The route will operate weekdays from 9:00 AM – 2:30 PM; Saturday from 9:30 AM – 7:30 PM; and Sunday from 10:30 AM – 5:30 PM.

While this new route will make a big difference for seniors, it will also be useful to anybody who needs to travel from City Hall to the park and ride lot. What's really important is that Mercer Island residents said what they wanted, Metro listened, and now we have a new bus route. I encourage all Island residents to share with me their ideas for improved bus service – both on and off the Island.

For additional information on the Route 213 and other Metro bus service, see:

- Metro Online <http://transit.metrokc.gov/>
- Rider Information (206) 553-3000
- Bus Time (206) 287-8463



## Wastewater treatment: Council faces biggest decision of 1999

Perhaps the least glamorous yet most basic public service King County provides is wastewater treatment. Although we do not provide service directly to households and businesses, all of the sewers in the county connect to huge pipes that lead to our two treatment plants, one in Renton and the other in Seattle.

Since 1996, we have completed massive expansions of both those plants' treatment capacity. Already, however, we know that their combined treatment capacity of 248 million gallons a day will only suffice until about 2010. As a result, an investment of more than \$1 billion will be required to provide the additional treatment capacity needed to guarantee clean water for future generations.

There is good news about this, though. Your monthly utility bill includes a \$19.10 charge for King County's secondary wastewater treatment services. The County Council has kept that charge level since the County's merger with Metro in 1994, avoiding several increases that Metro had planned. Moreover, the \$19.10 monthly charge should actually decline in the future, as old Metro bonds are retired, despite the new investments.

The final rate impact will depend on what we build and when. The two alternatives we have been considering each would provide an additional 30 years of treatment capacity, to 2040. The first approach would focus on expanding our two existing plants in Renton and Seattle. Under the second approach we would build a third plant, in the north end of King County or in southern Snohomish County (the "North Plant"), and expand the Renton Plant by an additional 15 percent.

I have been studying these alternatives closely since our Regional Water Quality Committee sent them to us at the beginning of this year. The committee favors building a third plant by 2010, even though this approach is more expensive than the two-plant alternative.

After months of study, I have reached the following conclusions. First, we should build the North Plant by 2010 to meet long-term needs with greater capacity and flexibility. Second, Renton needs to be compensated for any additional expansion of the Renton Plant. I have proposed that ten percent of the project costs in Renton, or about \$10 million, be provided for community enhancements there. This would be consistent with the community enhancements provided to Seattle in the 1980s when the West Point Plant was expanded. We also need to make a greater commitment to specific reductions in odor problems at the Renton Plant.

Finally, Renton should receive written guarantees that the Renton Plant will not be expanded in the future to accommodate flows from north King County or Snohomish County. Renton has stepped up to its regional role as host community to the treatment plant that serves east and south King County, but enough is enough.

Adoption of the Regional Wastewater Services Plan is the Council's most important decision this year. Building the North Plant is a solution that provides adequate treatment capacity to meet our clean water goals without skyrocketing utility rates and without placing an unnecessary burden on the residents of Renton. I look forward to updating you on the County Council's ultimate decision in my next newsletter.

